

Yell National Park File Copy

Monthly Report
for

October 1922

143 - (Oct. 1922)

November 9, 1922

Dear Sir:

The following is my report of Yellowstone National Park, and the operations of the park for the month of October, 1922:

I. GENERAL CONDITIONS:

Weather conditions during the month were ideal for construction work and an unusual amount was accomplished, particularly by the hotel and camps companies. At the Lake, work on the hotel annex was continued and it is estimated that the structure will be completed by December 10th with the exception of finishing touches which will be added in the spring. With a crew of about fifty men the Camps Company worked throughout the month on the new central building which is being erected at Mammoth Camp, and the National Park Service maintained a crew of about twenty men throughout the month at Upper Geyser Basin, installing the new sewer system. There was no handicap because of cold weather and storms until the 28th. On that date it snowed in most sections of the park, the heaviest snowfall being in the northern part of the park.

Weather

The following records are quoted from the report for October of the Observer in charge of the local United States Weather Bureau at Mammoth Hot Springs, Park Headquarters:

Temperature: The month was warm and sunshiny, with practically no precipitation nor disagreeable features

until the last four days.

Monthly mean, 43.7° , is 2.2° above normal. Mild temperatures prevailed until the 28th, when the first winter conditions set in. The highest temperature was 76° on the 2nd and the lowest 20° on the 30th, but these extremes are not unusual.

Precipitation: Total, 0.34 inch, is 0.80 inch below normal. Measurable amounts of precipitation occurred only on two days, the 28th and 31st; on October with fewer days of precipitation has not occurred during the past 20 years. The average October has 9 days with rain or snow.

Snowfall: Total 3.0 inches; normal 6.8 inches. Practically all the month's snow fell during the storm of the 28th, when the first measurable amount occurred for the season. Snow held off remarkably late this fall, there being but one year of record with a later occurrence of the first measurable amount of snow, which was in 1914, November 13th.

Wind: Average hourly velocity 8.5 miles, which is somewhat above normal. The maximum velocity, 35 miles from the southwest on the 4th, has been exceeded a number of times during the period of record.

Sunshine: Percentage of possible 72; normal 57. The month's sunshine has been exceeded in recent years only in 1921, when 73 percent was recorded.

Travel

Because of ideal weather conditions and good roads park travel by motor continued comparatively heavy well into the month, most motorists using their own camping equipment. However, accommodations were available at all permanent camps until October 15th and a goodly percentage of travellers patronized the Camps Company. On that date also, the charge of \$7.50 for automobile permits was discontinued for the balance of the season, chiefly because all rangers at gateway stations were assigned to winter work, patrolling duties, etc. Several cars came in even after that date but towards the end of the month, as the weather grew colder, fewer cars came and at this time there are no private motorists in the park at all. The Chief Ranger's report of travel for October is attached hereto.

II. PERSONNEL

On October 1st there were 202 on the payrolls which had been decreased on October 31st to 114. The following list shows the number of appointees of various classes serving during the month with a general statement of the kind of work in which they were engaged:

<u>No.</u>	<u>Class</u>	<u>Kind of work performed</u>
1	Superintendent	General administration and supervision of all activities in the park.
1	Asst. Supt.	Administration, purchasing, disbursing.
1	Asst. Supt.	Information, reports, etc.
2	Asst. Engineers	1 in charge of engineering work in park, 1 assisting.
7	Clerks	1 Financial Clerk; 1 Cost Accounting Clerk; 1 Personnel, file and report clerk; 1 Time and Payroll Clerk; 2 Stenographer-Typists on stenographic work, information and miscellaneous work for superintendent; 1 Stenographer-Typist on orders, proposals and vouchers.
3	Electricians	Operated power plant regular shift, including Sundays, read meters, did necessary line work.
4	Foremen	1 in charge of Headquarters Corral; 1 running steam roller on new Lake road and repairing sprinkler tanks at Mammoth latter part of month; two on construction (1 furloughed eff. October 24-Apr. 24, 1923. - requested)
1	Telegraph Operator	Sent and received all Government Western Union messages, operated one shift on telephone switchboard.

3	Telephone Switchboard Operators	Operated telephone switchboard daily shifts, including Sundays.
1	Master Mechanic	In charge of shops and repair to heavy road machinery.
1	Blacksmith	General blacksmith work, including shoeing horses in shop, overhauling and repairing tools and equipment.
1	Master Painter	General shop work, including painting equipment and buildings.
1	Laborers	Teaming, freighting, assisting mechanics and miscellaneous work at headquarters.
1	Steward and Master of Transportation	In charge of all transportation and of storehouses.
1	Chief Buffalo Keeper	In charge of tame buffalo herd
2	Asst. Buffalo Keepers	1 assisting Buffalo Keeper; 1 in charge of hay ranch operations at Slough Creek.
1	Buffalo Herder	Assisting Buffalo Keeper
1	Master Plumber	in charge of general plumbing and water and sewer systems.
3	Auto Mechanics	2 repairing motor trucks and touring cars. 1 on duty at power plant. (1 furloughed eff. Oct. 16-Apr. 15, 1923; 1 furloughed eff. Nov. 1-Apr. 30.)
1	Carpenter	Repairing buildings at headquarters
1	Chief Park Ranger	In charge of ranger force.
1	Fish and Game Warden	In charge special observation and reports on wild animals.
1	First Asst. Chief Park Ranger.	In charge of northern district.
2	Assts. Chief Park Ranger	1 on duty at Lake District; 1 on duty in Chief Ranger's office, first part of month, in charge

of Western District last of month.

14	Park Rangers	Patrolling park borders, protecting game, policing up stations, repairing trails and bridges, fire look-out work, miscellaneous duties.
6	Temporary Rangers	Patrolling, miscellaneous duties.
7	WAE Park Rangers	7 in charge of stations.

Leaves of Absence

Charlie Stinnett, Blacksmith, Oct. 3-4, 2 da.
August C. Neumann, Master Painter, Oct. 28-30, 2 da.
Earl Bowman, Park Ranger, Oct. 2-3, 2 da.
Samuel T. Woodring, Chief Ranger, (noon) Oct. 5-6, 1½ da.
A. W. Burney, Asst. Engineer, Oct. 11-13, 3 da.
John Bauman, Park Ranger, Oct. 12-12, 3 da.
Julia S. Stockett, Stenog-Typist, (noon) Oct. 14, 1/2 da.
Berenice J. Finney, Clerk, (noon) Oct. 14, 1/2 da.
Peter E. Bilkert, Financial Clerk, Oct. 13-14, 2 da.
Lucy Bilkert, Clerk, Oct. 13-14, 2 da.
W. H. Riley, Auto Mechanic, Oct. 13-14, 2 da.
F. R. Harriott, Laborer, Oct. 12-14, 3 da.
W. L. Bicket, Carpenter, Oct. 14, 1 da.
E. J. McKeon, Auto Mechanic, Oct. 23-31, 8 da.
Nellie Roach, Telephone Operator, Oct. 2, (noon) Oct. 19, 15½ da.
Burton C. Lacombe, Chief Buffalo Keeper, Oct. 24-25, 2 da.
Samuel T. Woodring, Chief Ranger, (noon) Oct. 30-31, 1½ da.
Julia S. Stockett, Stenog-Typist, Oct. 2, 1 da.

Promotions

Samuel T. Woodring, Chief Park Ranger, \$1800 per annum, plus increase of compensation, and quarters, effective October 15, 1922, from \$1620 per annum, plus increase of compensation and quarters.

Furloughs

Carrie O. Haumesser, Stenographer-Typist, \$1320 per annum, plus increase of compensation and quarters, furloughed October 1st, to Dec. 31st, 1922.

Harry Marshall, Automobile Mechanic, \$1320 per annum, plus increase of compensation and quarters, furloughed October 16th-April 15th, 1922.

Edmund J. McKeon, Auto Mechanic, \$1320 per annum, plus increase of compensation and quarters, furloughed November 1st-April 30th, 1922.

Chas. W. Enochs, Foreman, \$1800 per annum, plus increase of compensation and quarters, furloughed (requested) Oct. 24th-April 24, 1923.

In addition to the regular employees listed above under appointment, the following were employed temporarily by the day :

	<u>Oct. 1st</u>	<u>Oct. 31st</u>
Painters	1	
Cooks	9	2
2-horse teamsters	25	5
4-horse teamster	5	
Laborers	31	15
Skilled laborers	55	16
Plumbers	<u>2</u>	<u>2</u>
	128	40
Appointees	<u>74</u>	<u>74</u>
Total on Payroll	202	114

III. WORK COMPLETED

(a) Construction of Physical Improvements

Parapets and Log Guard Railings: Work under this heading was finished for the season when the small crew engaged in making repairs to the rock parapet at Gibbon Falls completed that improvement and returned to headquarters October 4th. Altogether, 1300 lineal feet of rock parapet was rebuilt and 40 feet of new wall and parapet built at the upper end. Three tile drains were placed in the wall to carry off surface water. The reconstruction of this parapet not only improves the general appearance of the roadway at this point of interest but considerably increases the safety factor.

Construction of Road at Lake: On October 21st, the crew engaged in building a new road one-half mile in length along the lake shore opposite the Lake Permanent Camp, completed that project and was disbanded. The roadway was graded 28 feet wide and surfaced 22 feet wide. Tangents are crowned 6 inches and curves banked 12 to 18 inches on the outside. Heavy lake gravel was spread to a depth of six inches for a base, then wet and thoroughly rolled with a steam roller. The finished course is fine obsidian gravel, spread about three inches deep, wet and rolled.

This road will be rolled again in the spring after the melting snow has saturated the roadbed.

Bechler River Road Survey: The survey of the proposed Bechler River Road was finished October 19th and the crew returned to headquarters via Ashton, Idaho, and West Yellowstone. The preliminary line as staked on the ground proved to be 33.33 miles in length, extending from Lone Star Junction to the south boundary where the Falls River leaves the Park. Levels were run over the line and all topographic features noted.

Cub Creek Road Maintenance Building: This cabin, which was described in the September report, was finished October 2nd. A brick chimney was built, heavy wooden blinds placed at the windows and the outside of the building chinked with cement and lime mortar.

An Oat Bin, ten feet square and eight feet high, was built in one corner of the storehouse at Madison Junction. Heavy wire screen was placed entirely around the room to prevent rodents from gnawing through to the grain.

(b) Maintenance and Repairs to Physical Improvements:

The West Thumb Ranger Station was repaired by replacing sills under the middle of the structure and reflooring the pantry.

The Beaver Lake Cabin was rechinked on the outside, wooden blinds were placed on the windows, storm doors placed on the doors, and a partition constructed inside to exclude the kitchen from the rest of the cabin.

The Beaver Lake Barn which was badly damaged by snow last winter was repaired. Four one-inch iron rods were run through under the eaves, then tightened with nuts to bring the sides back into place and prevent further bulging. The rafters were strengthened by bracing with 2 x 6 planks.

A general cleaning up was made at the Beaver Lake cabin and the old tent frames were torn down. Two new tent frames were built.

To protect a considerable quantity of T.N.T. stored in the old slaughter house on the Gardiner River, above the Seven Mile bridge, the building was repaired by covering the sides with tar paper and battons.

Steel Bridge at Riverside Geysar: An inspection of this structure revealed the fact that the two concrete wing walls at the east end of the bridge were badly cracked where they join the abutment and would probably soon fall into the river. Repairs were made by burying concrete deadmen and anchoring the walls to them with five one inch rods. The low concrete wheelguard along each side of the roadway on the bridge was removed to allow sufficient room for cars to pass.

Rock Point Opposite Excelsior Geyser: This dangerous curve was widened from four to six feet for a distance of 100 feet, requiring the removal of 75 cubic yards of solid rock. Cars can now pass in safety anywhere on this curve and the distance of visibility is greatly increased.

Water from Old Faithful Geyser: For years the water from Old Faithful Geyser has flowed under the road and down across the flat in front of the hotel. As trouble has always been experienced in keeping the water from washing across the road a new channel has been dug to retain the water on the east side of the road. A wooden box culvert 14"x20" and 64"ft. long was placed, also 18 lineal feet of 12" tile to carry the water under foot paths.

IV. WORK IN PROGRESS:

(a) Construction of Physical Improvements:

Graveling Section of the South Forest Road: The gravel crew working in the South Forest Reserve continued operations until the 11th of the month, then came into headquarters and were disbanded. As sufficient money remained in the graveling fund to carry on the work until November 15th, it was planned to keep the crew at work as long as weather conditions permitted, but the spirit of restlessness among the men and the desire to move on became so strong that the size of the crew was gradually reduced until so few remained that it was necessary to discontinue the work until spring.

The work accomplished for the month was one half mile of roadway surfaced 6 to 8 inches deep; 2-12" G.I. culverts installed and three-quarters of a mile of roadway widened and prepared for graveling.

Graveling Sections of the South Entrance Road:

One mile of roadway between the one and two mile posts south of West Thumb was surfaced lightly with fine gravel during the month. One twelve inch and three eighteen inch G.I. culverts were installed and two log culverts built. The crew finished this work on October 8th and then moved camp to the Lake.

Construction of the Upper Basin Sewer System: Fair

progress was made on this project during the month. Only one delay of three days occurred, due to the failure of the new eight inch suction hose which was used to pump hot water from the excavation for the sedimentation tank. To replace the hose, iron pipe was secured in Billings and since it was installed no difficulty has been experienced in keeping water from the excavation.

The reinforced concrete floor was poured and at the end of the month all steel and forms for the walls and partitions were in place ready for the concrete which will be poured November 2nd.

Two hundred and fifty lineal feet of 10" and four hundred lineal feet of 6" pipe was laid and covered which completes the pipe work. A lateral line was built to the new hotel dormitory requiring the placing of 150 feet of 6" sewer tile and 70 feet of 4" iron soil pipe.

In connection with the job, the old ranger station and stable was razed and the logs used to fire the boiler on the engine that operated the pump. A sludge bed 20 x 40 feet was constructed alongside the sedimentation tank.

Improvements by Park Utilities:

Yellowstone Park Camps Company: At Old Faithful Camp they completed the construction of the new unit of 50 cabins and a women's dormitory. The cabins will be ready for occupancy at the beginning of the 1923 season. These cabins are of one and two room capacity and will give Old Faithful Camp an increased capacity of 25%.

Before the Lake Camp was closed, about October 15th, 50 new bungalow tent platforms and frames were constructed. Also, two new employees dormitories. The water supply system was improved and a new water tank installed.

At Canyon Camp 16 new cabins and 50 new bungalow tents were constructed. Two new employees dormitories were finished. The company maintained a large crew at Canyon Camp until October 20th.

At Mammoth Camp, construction was begun on a new central building. This will be in some respects one of the largest buildings in the park. Its greatest length is 320 feet and its greatest width 140 feet. The building will house the lobby, main dining room, kitchens, general offices, a general warehouse and recreation hall. The latter, when in use as an auditorium, will have a seating capacity of about 750 persons. Owing to unusually favorable weather conditions work on this building has progressed rapidly. The foundations were completed up to the first floor level and considerable work was done on the main walls. The building is a combination of log frame work. It was estimated that on October 31st the building was 25% completed.

Yellowstone Park Hotel Company: Favorable weather conditions have also made it possible for the Hotel Company to accomplish much in its work on the construction of the annex at the Lake Hotel. Mr. Keefe, superintendent of hotels, reports that practically all outside work on this building has been completed and that the crew is now on inside work - that of laying floors, plastering, etc. All heating apparatus has been installed and this will make it possible for the workmen to accomplish more because towards the end of the month the temperature has gradually lowered. It is estimated that the building will be practically completed by the 10th of December except some detail work which will be looked after before the opening of the 1923 tourist season when the new hotel annex will be furnished.

Work on the girls' dormitory at Old Faithful has been discontinued but the building will be plastered and made ready for occupancy before the beginning of the next season.

Transportation Company: A mess house is in the process of construction at the Lake, but work on this has recently been discontinued with the idea of bringing the building to a point of completion next spring before the opening of the tourist season.

(c) Miscellaneous Improvement Work:

The Steward and Master of Transportation, with three helpers during the month, reports six trucks hauling forage and fuel from the railroad terminal at Gardiner, to headquarters. Much time was spent in continuing the work of bringing in equipment used by various working crews throughout the construction period.

The Master Plumber: Work was completed at Tower Falls public automobile camp during the month of October. 2000 ft. of 2" G.I. water pipe was installed at Upper Basin and a 20' sludge valve was installed in the dam in the public automobile camp. At Mammoth, general maintenance work was continued. During the month an average of 8 men were employed in this department but by the end of the month the number had been decreased to three.

The Master Painter, with his assistants, finished work on the Buffalo Fork bridge, immediately south of the park in the Teton Forest. Storm sashes were repaired and glazed at the following quarters: Allans, Frasers, Post Office Building, Bilkerts, Marriotts, Skimmers, Hills, Lindsleys. The Gardiner River Bridge (near the Chinaman's Garden) was given one coat of paint as a test for further use in painting bridges. Several signs were painted for the plumber.

The Master Mechanic, and his assistants, overhauled an International Truck (#21), and Signal Truck #8. General repair work was done on all cars and heavy equipment.

The Blacksmiths did general repairing on equipment and overhauled six road graders. As usual, considerable horse-shoeing was done.

The Carpenter continued his work of general repairing of buildings at headquarters.

Buildings and Corrals: Work in this department has been cut down to that of three men, two in general work about the stables, corrals, and grounds, and one as fireman.

The Telephone System and Power Plant: were operated in the usual manner. The Power Plant was run constantly with the results shown in comparison for October 1921, as follows:

	<u>1921</u>	<u>1922</u>
Total current generated, in KWH	12,580	21,530
Of this, sold to public utilities at 5¢ per KWH	2,210	2,878.5
Consumed for street lighting	2,230	3,087
Balance, consumed in Govt. buildings, for power and lighting, lost on lines in transit	8,040	15,760.1
Peak load during month in KWH	40	54

The Telephone and Switchboard Office was open daily from 6:30 A.M. to 9:00 P.M. until the 8th of October, and on that date hours from 7:30 A.M. to 8:45 P.M. went into effect, these to be effective probably throughout the winter and spring months.

Switchboard Calls

On Government Local lines	4605
On Hotel Company lines	304
On long distance connections	<u>222</u>
Total	5131

Telegrams

Government Sent	91
Commercial Sent	<u>82</u>
Total Sent	173
Government received	40
Commercial Received	<u>82</u>
Total Received	122

Office Force

The office force was busy with the usual routine work which includes orders, payment of vouchers, preparation of accounts, reports, general correspondence, etc. Much time was devoted to the preparing of special reports, and correspondence preparatory to the departure of Superintendent Albright for the Superintendents' Conference. 920 pieces of official mail were received and 1,723 were sent out during the month.

V. WORK BEGUN

Comfort Stations: One new comfort station was built at the Mammoth Public Automobile Camp. The building is 12'-8" by 22'-9" and is similar in design to the Lake and Upper Basin structure with the log frame and board and battons siding. The plumbing fixtures, concrete floor and partitions will be installed next spring.

Mosquito Control: With the idea of eliminating to some extent the mosquito nuisance at both the Lake and Upper Basin some work at each place was done this month.

At the Lake the course of a small stream that flows through the garbage dump and past the hotel was straightened, and the sides of the ditch made smooth to prevent the forming of stagnant pools. This work required the construction of 1220 lineal feet of new ditch, average width 2 feet, average depth $1\frac{1}{2}$ ft.; 530 feet of old ditch edged and cleaned; 200 wagon loads of gravel were hauled to fill abandoned ditches.

At the Upper Basin considerable work of similar nature was done with the stream which flows through the old garbage dump and past Old Faithful Inn. The concrete dam back of the hotel was blasted out allowing the stagnant pond to drain. The course of the stream was straightened all the way to the river about 2400 feet, and many loads of gravel were hauled to fill holes.

VII. POLICIES

There were no changes in policy during the month.

VIII. COST OF OPERATION

The following shows the status of the 1923 appropriation as of October 31, 1922:

Amount appropriated	361,800.00
Reserved, 2% Fund	7,220.00
Retirement Fund	1,255.00
Expended to Sept. 30, 1922	160,359.67
Expended Oct. 1 to 31, 1922	43,192.94
*Freight Liabilities	4,382.97
Book Liabilities	30,842.31

Team Hire Outstanding for October, 1922.	357.60	
Salaries & Wages Outstanding for Oct., 1922	<u>2,220.82</u>	<u>249,831.31</u>
Unexpended Balance		111,968.69

Required to pay present force, Nov. 1, 1922 to June 30, 1922	61,223.34	
Forty temporary rangers June 16 to June 30, 1922	1,600.00	
White's crew, 18 men, Nov. 1 to 10, 1922	<u>690.00</u>	<u>63,513.34</u>
Total of appropriation unobligated		48,455.35

*Only B/L's giving weight included.

Allotted for first quarter	227,000.00	
Allotted for second quarter	<u>42,400.00</u>	
Total allotted for quarters	269,400.00	
Expenditures & Liabilities to date	<u>249,831.31</u>	
Available for November & December, 1922		19,568.69

IX. OTHER MATTERS OF INTEREST

Wild Animals

Game Conditions: Because of the storm the latter part of the month, and another occurring the first of November, the game has begun to seek lower altitudes and it is not at all unusual to see fairly good sized bands of elk on the winter ranges. Deer, too, are seen in large numbers in and about headquarters.

Antelope: About 200 of our antelope have been seen during the month in the alfalfa fields near Gardiner.

Elk: Colder weather has brought the elk down and towards the end of the month small bands were seen near Jardine, Montana - just outside the northern boundary of the park; 50 were counted in the Madison Valley and 20 in the Gallatin Valley. As stated above, after the recent storm even larger bands of elk have been seen.

Moose: To date, no reports have been received from the Upper Yellowstone country regarding the moose situation since the opening of the hunting season but it is thought that very definite information will be available to incorporate in next month's report.

Mountain Sheep: Eight mountain sheep were sighted during the month at the foot of Mt. Evarts.

Buffalo, tame herd: At the Buffalo Ranch, the four extra men were laid off at the end of the month. The work of ploughing uncultivated land was continued and when completed this area was disked and harrowed. 15 boxes were constructed and placed in the fields for purposes of irrigation, and repairs were made on fences and corrals in preparation for the winter season.

Distribution of Animals: Five buffalo, three cows and two bulls, were shipped to the following addresses:

2 cows, City Park, Toledo, Ohio, Nov. 4th.
1 cow, City Park, Anaconda, Montana, Nov. 4th.
1 Bull, Mr. S. M. Nixon, Henrys Lake, Idaho, Oct. 22nd.
1 Bull, City Park, Denver, Colorado, October 26th.

Predatory Animals: Park Ranger Anderson reports having killed a number of coyotes and two large wolves, one gray and the other black. Trapper Dewing killed six coyotes during the month.

Report of Grand Larceny

On the night of October 12th someone broke into Mr. J. E. Haynes' garage, behind the Mammoth Hotel, and stole a new 1922 Buick automobile belonging to John Olson, winter keeper at Mammoth Hotel. The sheriffs of surrounding counties were immediately notified and the thief was caught in Idaho, the next day. He gave his name as E. S. Fletcher. Messrs. Kammermeyer and Olson, of the Yellowstone Park Transportation Company and Yellowstone Park Hotel Company, respectively, and Mr. Joseph Joffe and Chief Ranger Samuel T. Woodring of the National Park Service, went down in one of the Transportation Company's cars to bring the man back.

The thief, the stolen car, and a number of stolen articles were brought back to Mammoth and he was put into the jail at headquarters. He was arraigned before Commissioner John W. Meldrum, and because of the seriousness of the offense he was bound over to Cheyenne, Wyoming, for trial, and placed

under a \$2500 bond, which it was impossible for him to secure.

Apparently, it began to dawn on the man that he had committed a serious offense and during the night he made his escape.

After a thorough search of the country had been made, he was caught in Livingston on the second day by Chief Ranger Woodring. On October 22nd he was sent to Cheyenne, in the custody of a Deputy United States Marshall. He will be tried on November 8th and without doubt will be sent to the Federal Penitentiary at Leavenworth, Kansas.

Trip of Inspection

On the morning of October 28th, Superintendent Albright, in company with Chief Ranger Woodring, started out on a trip of inspection towards the Gallatin Ranger Station. This trip was primarily for the purpose of acquainting themselves with the present game conditions in that particular section of the park, which have in past years constituted quite a problem, and to discuss these matters with Assistant Forester Smith of the Absaroka National Forest, who met them at the Gallatin Station.

While no very large bands of elk were seen on this trip, numerous small herds were seen at different points, particularly near Fawn Pass and near the divide on Electric Peak. Several magnificent specimens of bull elk were observed. Two nights were spent at the Gallatin Ranger Station, and the return trip was made on the following day, October 30th.

Sickness and Medical Attention

Dr. J. M. Wolfe, National Park Service physician, reports having made 45 resident calls on government people and having had 15 office calls.

Religious Services

Services were held in the Chapel on the evening of October 1st and the morning of October 15th by Mr. W. Friend Day, Layman of the Episcopal Church of Emigrant, Montana; and on the evening of October 22nd, by Dr. Horace K. Holzinger, pastor of the First Methodist Episcopal Church, of Livingston, Montana.

School

School was maintained under Mrs. Laurie K. Harriott, in her usual efficient manner. A report is attached hereto.

Post Office

During the month of October, the work in the Post Office which had been extremely heavy during the tourist season, was reduced to the extent that the only help necessary was that of one clerk for part time - about six hours a day - instead of six required during the tourist season. Hours of service were shortened following the close of the tourist season, to 8:00 o'clock A.M. to 6:00 o'clock P.M., and no Sunday service. The lobby of the office was left open evenings, however, so those renting boxes could come in and get their mail.

Entertainment

Beginning the third week in October moving pictures were shown at the Canteen on Friday evenings, the expense being met by the Yellowstone Park Community Club. A contract has been entered into with the Paramount Company and pictures are to be shown every Friday evening throughout the winter and spring months.

On the 31st of October an entertainment was given at the Canteen by the school children at Mammoth. Following the Mother Goose playlet, Superintendent Albright lectured on the National Park, showing colored slides, and moving pictures of Rainier National Park and Hawaii National Park were shown. A dance followed the lecture.

Circulars

Four circulars were issued during the month, and copies are attached to this report. They are as follows:

Circular No. 25 - Re Fishing in the Madison River, etc.

Circular No. 26 - Unsealed Arms

Circular No. 27 - Re Water System

Circular No. 28 - Re Distribution of Fuel.

Attached to this report will also be found a letter of Mr. D. R. Hull, Landscape Engineer of the National Park Service, giving a general report of work done in Yellowstone National Park during the past season, which concerns the Landscape Engineering Division.

IX. RECEIPTS AND REMITTANCES

Certified Check #647, dated October 5, 1922,
drawn by H. W. Child, on the
National Bank of Montana, Helena,
Montana, to the Director, National
Park Service, amount \$ 34.74

Certified check #386, dated October 11, 1922,
drawn by H. W. Child, on the
National Bank of Montana, Helena,
Montana, to the Director, National
Park Service, amount 148.46

Certified check #721, dated October 12, 1922,
drawn by H. W. Child, on the National
Bank of Montana, Helena, Montana, to
The Director, National Park Service,
amount 21.88

Certified check #600, dated October 10, 1922,
drawn by J. E. Haynes, on Yegen
Bros., Bankers of Gardiner, Montana,
to the Director, National Park Service,
amount 18.40

Certified Check #3464, dated Oct. 7, 1922, drawn
by Anna K. Pryor, on Yegen Bros., Bankers,
of Gardiner, Montana, to the Director,
National Park Service, amount 8.83

Postal Money Order #50726, dated October 10, 1922,
drawn by the Postmaster at Yellowstone
Park, Wyoming, on the Postmaster at
Washington, D. C., amount 1.00

\$ 233.31

Automobile and Motorcycle Permits at Entrances

ENTRANCE	T O T A L S					Total
	October	September	August	July	June	
North	982.50	8,102.50	16,967.50	13,227.50	1,965.00	41,245.00
East	210.00	5,667.50	18,052.50	17,785.00		41,715.00

South	127.50	1,800.00	3,847.50	3,720.00	9,495.00
West	292.50	2,175.00	14,002.50	17,162.55	33,632.55
	<u>1,612.50</u>	17,745.00	52,870.60	51,895.05	1,965.00 126,087.55

October Revenues from Automobiles Permits 1,612.50

Other Revenues for October 233.31

Total Revenues 1,845.81

Cordially yours,

Leroy Hill,
Acting Superintendent.

The Director,
National Park Service,
Department of the Interior,
Washington, D. C.

JSS

Chief Ranger's Office

DEPARTMENT OF THE INTERIOR.
YELLOWSTONE NATIONAL PARK.

CHIEF RANGER'S MONTHLY TRAVEL REPORT, MONTH OF

OCTOBER, 19*22*

	GARDINER.		YELLOWSTONE.		SNAKE RIVER.		SYLVAN PASS.		SODA BUTTE.		SUMMARY.	
	Cars.	People.	Cars.	People.	Cars.	People.	Cars.	People.	Cars.	People.	Cars.	People.
Permits issued	26	80	6	19	6 7	25 23	8	24			47	146
NOT ISSUED AFTER OCT. 7.	56	162	28	35	3	15	14	39			101	251
Permits issued (complimentary)	4	13	4	16	1	2	3	12			12	43
Cars entering second time												
Total	86	255	38	70	11 11	40 37	25	75			160	440
Passengers in horse-drawn vehicles												
Passengers on horseback		10		5		5		2				22
Passengers on bicycles												
Passengers on foot												
Total incoming passengers with private transportation	86	265	38	75	11 11	45 42	25	77			160	462
WITH HIRED TRANSPORTATION.												
Howstone Park Transportation Co.												
Licenseses of personally conducted camping parties												
Livery licenses, short trips												
Total incoming passengers with hired transportation												
TOTAL INCOMING PASSENGERS	86	265	38	75	11 11	45 42	25	77			160	462
Total automobiles in public camps												

Some of the T. W. ...

Department of the Interior
National Park Service
Yellowstone National Park

MEMORANDUM FOR THE PRESS

Release ON RECEIPT.

1922 TRAVEL BRINGS NEARLY 100,000 TO YELLOWSTONE NATIONAL PARK

Yellowstone Park, Wyo. October ____ - One person out of every thousand in the United States, approximately, enjoyed the privilege of touring the Yellowstone National Park during the season just closed.

The total number of visitors was nearly 100,000 and they came from every state in the union, all the territories and insular possessions of the United States, and twenty three foreign countries.

From all of which it appears that the American people are rapidly coming to an appreciation of the western wonderlands that have been preserved to them in their primitive character while the rest of the country is being devoted to commercial, industrial and agricultural development - to material progress of all kinds.

"See America First", is ceasing to be a mere watchword, a slogan, a hope of those few "boost" organizations that burned with a desire to tell all other Americans what things of absorbing interest their own country held for them. It is becoming the rule of existence - at least the vacation-time rule of life - for scores and scores of thousands who once thought sight seeing and travel meant only "Europe".

The precise total of visitors to the park during the 1922 season, which opened June 18th and closed September 20th, was 98,223, which figure is far in excess of any previous travel total for the Yellowstone. It exceeded

the 1921 total of 81,651 - and that was the biggest previous year - by 16,572, the increase being divided almost equally between rail and automobile travel.

Of the total 1922 travel, 53,558 visitors came by the several railroads approaching the park, and 64,865 by automobile or other private conveyance. The number of automobiles entering the park was 18,253.

The western entrance to the park, West Yellowstone, Montana, continued to lead in rail travel, 17,094 people entering the park by that route. The northern entrance, with 10,861, came next in point of numbers and the eastern entrance third, with 5,304.

The eastern entrance again proved first in attracting automobile travel, 20,039 motorists favoring Cody and the scenic Shoshone Canyon as an approach to the park.

While the tourist travel to the Yellowstone originated in all parts of the country, the far western states, thanks doubtless to the greater devotion of their population to the outdoors, sent by far the greater number of "sage brushers", as the automobile campers have been nicknamed. The states of Montana, Idaho, Wyoming, California and Utah lead in automobile travel, in the order named.

Rail travel found larger representation in the Middle West and the states of the Atlantic seaboard. The leading states in this respect being Illinois, New York, Ohio and Pennsylvania. Every state, however, was represented by both automobile and rail travel.

An interesting commentary is found in the variety of conveyances used by vacationing America. The Yellowstone public automobile camps

throughout the season presented a more comprehensive "automobile show" than has ever been staged under auditorium or show-room roof. There were 123 makes of automobiles represented in the motor travel and among them was to be found an amazing variety of individual ideas as to the most convenient vehicle for following the open road. There were innumerable adaptations of modern touring cars into houses on wheels, and innumerable variations of the traveling automobile camp outfit; not to mention motorcycles, ancient and modern horse-drawn conveyances and those adventurous folk who found the greatest enjoyment touring the country on foot.

The largest travel entering the park in a single day in Yellowstone history was on July 23rd when 1,983 visitors entered the park. The largest rail was on June 20th, when 1,223 visitors reached the park gates by the three railroads serving the park.

In view of the increase in travel, with its indications of even greater increase in the future, extensive additions in the hotel and camp accommodations in the national park are being made for 1923. Comprehensive improvements are also being made in the sanitation and extension of the public automobile camps.

A large amount of road development work for the convenience and accommodation of the automobile traveling public has been undertaken in 1922 and a considerable portion of it will be pressed to completion in time for the 1923 season. In addition to the continuous upkeep and improvement of the road system within the park, the approach roads in the surrounding forest reserves and in the states adjacent to the park, are to have the benefit of

extensive improvements at the expenditure of hundreds of thousands of dollars.

The Hoback Canyon route, leading from Rock Springs and Kemmerer, Wyoming to the south entrance, which was opened this year, will be in general use in 1923. A hundred thousand dollars is being expended by the Federal Government in the improvement of the Gallatin road, leading from Bozeman, Montana, to the west entrance of the park at West Yellowstone. The Black and Yellow Trail across the Big Horns to Cody has been completed and the magnificent new highway through the Wind River Canyon has been started. The Park Service itself has undertaken this year the survey for a new road between Ashton, Idaho, and the Upper Geyser Basin. This road is to lead through the scenic Bechler River country which has unsurpassed natural attractions, but which has been inaccessible to the general traveling public. Less than fifty people, all told, have ever traversed the region in the half century of the park's existence.

HORACE M. ALBRIGHT
Superintendent

Following are tables giving a detailed analysis of 1922 travel to the park by rail and motor and via the several entrances.

Total Season Travel By Entrance - 1922 and 1921
Yellowstone National Park

1 9 2 2									
GATEWAY	RAIL	*BY AUTOMOBILE	BY MOTORCYCLE	etc.	Season	TOTAL	Walking	Horseback	Pre-
Visitors	Cars	Visitors	Cars	Visitors	Visitors	Visitors	Visitors	Visitors	Visitors
1922									
North	10861	5448	18154	47	76	669			29760
West	17094	4983	17734	41	62	801			35751
East	5304	5964	20039	35	55	337			25735
South	99	1548	5520	3	5	100			5724
Pre-Season									
North & West		310				1253			1253
Totals	33358	18253	61507	126	198	1907	1253		98223

1 9 2 1									
GATEWAY	RAIL	*BY AUTOMOBILE	BY MOTORCYCLE	etc.	Season	TOTAL	Walking	Horseback	Pre-
Visitors	Cars	Visitors	Cars	Visitors	Visitors	Visitors	Visitors	Visitors	Visitors
1921									
North	7595	4054	16590	23	36	1316			25537
West	12708	4451	16202	23	36	847			29793
East	4166	5109	17496	29	49	211			21922
South		1015	3552	1	2	61			3615
Pre-Season									
North & West		231				784			784
Totals	24469	15660	53840	76	123	2435	784		81651

*Includes 934 cars and 3168 visitors entering more than once during the season of 1922, and 787 cars and 2694 visitors entering more than once in 1921.

Automobiles by Entrance and Exit Gateways (1)

ENTRANCE GATEWAY	Exit Gateway				Total Cars Entering Park
	North	West	East	South	
North	2080	1505	1609	209	5403
West	1162	2283	1030	505	4980
East	1943	2029	1336	656	5964
South	256	627	321	544	1548
T O T A L	5441	6444	4296	1714	17895
Pre-season cars unclassified.					358
Motorcycles unclassified					526
Grand Total all cars and motorcycles.					18379

1) Passengers are not counted as cars are checked out, but the approximate number of people using these cars can be obtained by multiplying number of cars by 3.529, given as the average number of people entering the park in each car.

Rail Travel by Entrance and Exit Gateways

ENTRANCE GATEWAY	Exit Gateway				Unclass- ified	Total Rail Tourists
	North	West	East	South		
North	5487	1408	2639	--	1327	10861
West	1049	13078	1950	8	1009	17094
East	1597	1692	1874	14	127	5304
South	8	35	43	13	0	99
T O T A L	8141	16213	6506	35	2463	33358

TOURISTS REACHING PARK GATEWAYS BY RAIL
AND ACCOMMODATED AT HOTELS AND CAMPS

Classified by States.

STATE	NORTH		WEST		EAST		SOUTH		TOTAL		GRAND
	ENTRANCE	Hotels-Camps	ENTRANCE	Hotels-Camps	ENTRANCE	Hotels-Camps	ENTRANCE	Hotels-Camps	ENTRANCE	Hotels-Camps	TOTAL
Alabama.....	10:	10:	356:	100:	9 :	4:	:	:	375:	114:	489
Arizona.....	1:	1:	4:	2:	1 :	1:	:	:	6:	4:	10
Kansas.....	9:	2:	20:	17:	3 :	15:	:	:	32:	34:	66
California.....	185:	146:	557:	540:	39 :	42:	:	:	781:	728:	1509
Colorado.....	22:	21:	77:	96:	82 :	105:	2 :	2 :	183:	224:	407
Connecticut.....	48:	26:	41:	15:	20 :	-:	:	:	109:	41:	150
Delaware.....	14:	3:	12:	5:	1 :	-:	:	:	27:	8:	35
Dist. of Col.....	84:	51:	141:	65:	23 :	13:	:	:	248:	129:	377
Florida.....	27:	19:	44:	61:	4 :	8:	:	:	75:	88:	163
Georgia.....	18:	12:	75:	26:	5 :	4:	:	:	98:	42:	140
Hawaii.....	4:	1:	4:	1:	- :	-:	:	:	8:	2:	10
Hawaii.....	9:	23:	47:	123:	2 :	2:	:	:	58:	148:	206
Illinois.....	512:	695:	1543:	1107:	435 :	582:	25 :	7 :	2515:	2391:	4906
Indiana.....	130:	158:	252:	214:	84 :	92:	4 :	3 :	470:	467:	937
Iowa.....	87:	218:	138:	300:	90 :	250:	2 :	7 :	317:	775:	1092
Kansas.....	36:	43:	67:	166:	39 :	73:	- :	2 :	142:	289:	431
Kentucky.....	24:	58:	268:	85:	20 :	25:	:	:	312:	168:	480
Louisiana.....	21:	6:	92:	72:	16 :	19:	:	:	129:	97:	226
Maine.....	14:	4:	14:	5:	1 :	-:	:	:	29:	9:	38
Maryland.....	28:	17:	121:	30:	24 :	22:	:	:	173:	69:	242
Massachusetts.....	168:	71:	279:	65:	52 :	41:	3 :	- :	502:	177:	679
Michigan.....	102:	172:	228:	206:	44 :	74:	3 :	- :	377:	452:	829
Minnesota.....	466:	424:	43:	103:	81 :	156:	:	:	590:	683:	1273
Mississippi.....	8:	1:	26:	8:	3 :	7:	:	:	37:	16:	53
Missouri.....	147:	143:	355:	367:	237 :	266:	6 :	4 :	745:	780:	1525
Montana.....	101:	180:	9:	8:	12 :	45:	:	:	122:	233:	355
Nebraska.....	31:	103:	96:	151:	112 :	184:	5 :	1 :	244:	439:	683
Nevada.....	1:	-:	6:	11:	- :	2:	:	:	7:	13:	20
New Hampshire.....	3:	-:	4:	7:	1 :	3:	:	:	8:	10:	18
New Jersey.....	169:	89:	203:	52:	45 :	28:	:	:	417:	169:	586
New Mexico.....	1:	5:	-:	2:	1 :	-:	:	:	2:	7:	9
New York.....	663:	332:	1255:	387:	228 :	155:	6 :	- *	2152:	874:	3026
North Carolina.....	29:	18:	47:	24:	5 :	-:	- :	1 :	81:	43:	124
North Dakota.....	22:	155:	3:	1:	12 :	39:	:	:	57:	174:	211
Ohio.....	253:	354:	691:	370:	212 :	225:	2 :	- :	1158:	949:	2107
Oklahoma.....	39:	24:	59:	51:	36 :	42:	:	:	134:	117:	251
Oregon.....	81:	74:	104:	56:	2 :	8:	:	:	187:	138:	325
Panama C.Z.....	-:	1:	-:	1:	1 :	-:	:	:	1:	2:	3

By Foreign Countries

[illegible]

Statement showing Automobile Travel by States,
Season of 1922.

STATE	North		West		East		South		TOTAL	
	:Pass-:		:Pass-:		:Pass-:		:Pass-:		:Pass-:	
	:Cars	:engers	:Cars	:engers	:Cars	:engers	:Cars	:engers	:Cars	:engers
Alabama.....	2:	8	:	:	4:	14	:	:	6:	22
Arizona.....	9:	22	12:	46	7:	29	2:	3	30:	100
Arkansas.....	2:	10	11:	38	24:	89	11:	55	48:	192
California.....	461:	1347	640:	1957	184:	566	40:	121	1325:	3991
Colorado.....	73:	202	97:	286	492:	1589	115:	358	777:	2435
Connecticut....	4:	11	6:	19	16:	49	1:	3	27:	82
Delaware.....	:	:	:	:	1:	2	:	:	1:	2
Dist. of Col...	8:	27	10:	34	16:	41	2:	4	36:	106
Florida.....	12:	29	6:	18	17:	44	:	:	35:	91
Georgia.....	2:	6	3:	8	6:	13	:	:	11:	27
Idaho.....	76:	262	951:	3912	22:	67	242:	1060	1291:	5201
Illinois.....	202:	670	58:	192	303:	982	31:	107	594:	1951
Indiana.....	94:	305	26:	87	143:	465	8:	23	271:	880
Iowa.....	179:	588	78:	291	336:	1154	24:	76	617:	2109
Kansas.....	39:	129	62:	196	322:	1059	45:	157	468:	1541
Kentucky.....	7:	26	4:	15	16:	53	3:	12	30:	106
Louisiana.....	5:	15	5:	23	11:	31	4:	18	25:	87
Maine.....	4:	10	:	:	9:	22	:	:	13:	32
Maryland.....	2:	6	4:	13	20:	71	:	:	26:	90
Massachusetts..	26:	76	12:	34	35:	105	:	:	73:	215
Michigan.....	111:	373	35:	97	167:	523	11:	30	324:	1023
Minnesota.....	293:	972	20:	69	199:	656	1:	2	513:	1699
Mississippi....	1:	2	2:	5	5:	22	:	:	8:	29
Missouri.....	50:	170	50:	175	243:	802	18:	54	361:	1201
Montana.....	1709:	5982	763:	2866	464:	1723	11:	28	2947:	10599
Nebraska.....	90:	289	47:	166	436:	1531	44:	144	617:	2130
Nevada.....	1:	3	36:	119	:	:	3:	7	40:	129
New Hampshire..	2:	3	1:	4	3:	5	:	:	6:	12
New Jersey....	22:	66	8:	35	37:	122	:	:	67:	223
New Mexico.....	:	:	7:	18	15:	44	2:	7	24:	69
New York.....	74:	238	20:	58	110:	320	7:	25	211:	641
North Carolina:	5:	22	1:	4	2:	4	:	:	8:	30
North Dakota...	165:	563	11:	38	104:	368	2:	7	282:	976
Ohio.....	113:	369	43:	135	227:	690	17:	53	400:	1247
Oklahoma.....	36:	121	44:	160	222:	749	36:	128	338:	1158
Oregon.....	158:	503	192:	661	28:	83	5:	14	383:	1261
Pennsylvania...	54:	172	31:	103	96:	292	6:	19	187:	586
Rhode Island...	2:	4	:	:	10:	34	:	:	12:	38
South Carolina:	1:	2	1:	4	5:	15	:	:	7:	21
South Dakota...	166:	546	21:	68	158:	533	11:	46	356:	1193

Statement Showing Automobile Travel By States
Season of 1922
C O N T I N U E D

STATE	North		West		East		South		TOTAL	
	: Pass- :		: Pass- :		: Pass- :		: Pass- :		: Pass- :	
	Cars	engers	Cars	engers	Cars	engers	Cars	engers	Cars	engers
Tennessee.....	6	24	1	6	13	50			20	80
Texas.....	37	107	65	231	153	538	27	95	282	971
Utah.....	21	61	858	3078	14	42	199	751	1092	3932
Vermont.....	1	3	3	9	8	18			12	30
Virginia.....	5	17	9	30	10	32	1	4	25	83
Washington.....	525	1750	289	962	80	281	10	36	904	3029
West Virginia.....	4	19	8	21	10	34			22	74
Wisconsin.....	172	605	21	64	152	515	6	16	351	1200
Wyoming.....	92	299	81	291	845	2987	331	1174	1349	4751
Hawaii.....	2	8	3	8	2	7			7	23
Canada.....	74	249	29	98	16	49			119	396
Mexico.....	1	4							1	4
T o t a l.....	5200	17295	4685	16752	5818	19514	1276	4637	16979	58198 *
Cars and passengers entering second trip unclassified.....									934	3168
*Motorcycles and passengers unclassified.....									108	175
Miscellaneous travel unclassified.....										1907
Pre-season visitors and cars unclassified.....									358	1417
RAND TOTAL - All cars and passengers classified & unclassified....									18379	64865

* Includes 18 motorcycles and 23 passengers classified for June 1922.

Motorcycles Touring Park

Make of Machine	1920	1921	1922
Ace.....	0	0	4
Excelsior.....	3	8	10
Harley-Davidson.....	58	50	86
Indian.....	18	15	18
Henderson.....	5	3	6
Pope.....	0	0	2
T o t a l.....	84	76	126

Standard Make Automobiles Driven Through
The Yellowstone National Park

Make	1920	1921	1922	Make	1920	1921	1922
Abbot-Detroit	1	1	1	Jordan	15	45	39
Acme	-	1	-	Kepler	-	-	1
Allen	14	19	13	King	13	10	12
American	1	1	1	Kissel	17	26	27
Anderson	-	-	4	Lafayette	-	1	9
Apperson	24	26	30	Lexington	37	40	67
Auburn	14	46	43	Liberty	21	30	28
Briscoe	10	13	12	Lincoln	-	7	48
Buick	1731	1871	2054	Locomobile	2	8	20
Cadillac	397	403	441	Lozier	2	8	1
Carter-Car	1	2	-	Mack	-	1	-
Case	36	35	33	Marion-Handley	1	1	-
Chalmers	159	120	132	Marmon	80	85	106
Chandler	212	257	250	Master	0	1	1
Chevrolet	446	469	678	Maibahn	-	-	8
Cleveland	17	50	56	Maxwell	184	202	216
Cole	78	98	60	McFarlane	1	1	2
Columbia	12	13	23	McLaughlin	4	6	19
Commercial	-	-	2	Mercer	6	8	17
Commonwealth	-	2	-	Metz	3	3	1
Crow-Elkhart	7	8	5	Mitchell	89	84	43
Cunningham	1	-	1	Moline-Knight	4	5	1
Daniels	2	2	2	Monitor	-	-	1
Detroit	1	-	-	Moon	4	3	8
Davis	-	7	8	Monroe	3	2	-
Day-Elder	-	6	1	Nash	294	366	386
Diamond T	-	-	1	National	27	21	25
Dixie	3	-	1	Oakland	263	216	232
Dodge	1213	1459	1861	Oldsmobile	310	335	353
Dorris	1	-	1	Olympic	3	1	-
Dort	40	51	43	Overland	528	447	473
Durant	-	-	27	Owen-Magnetic	1	-	-
Dusenbury	-	-	1	Packard	117	116	173
Earl	-	-	2	Paige	125	154	155
Economy	2	-	-	Pan-American	4	6	3
Elcar	8	6	19	Pathfinder	1	2	4
Elgin	18	33	19	Patterson	4	5	12
E.M.F.	2	-	-	Peerless	28	38	37
Empire	1	1	3	Pierce-Arrow	48	50	49
Essex	106	152	258	Pilot	4	2	4
Everett	2	-	-	Pope-Hartford	5	-	1
Fiat	1	-	-	Premier	22	26	18

Standard Make Automobiles Driven Through
The Yellowstone National Park
C O N T I N U E D

Make	1920	1921	1922	Make	1920	1921	1922
Ford.....	3543	4592	5529	Pullman.....	2	-	2
Franklin.....	210	237	226	Rambler.....	1	-	-
Gardner.....	-	-	39	Regal.....	-	2	3
Harford.....	-	1	-	Reo.....	298	285	253
Slide.....	2	-	-	Republic.....	3	2	2
M.C.....	-	3	1	Revere.....	-	-	1
Grant.....	20	28	18	Rickenbacher.....	-	-	2
L.A.L.....	-	-	3	Roamer.....	11	6	-
Harroun.....	-	-	1	Rolls-Royce.....	-	1	1
Hendley-Knight.....	-	-	1	Rumley.....	-	-	1
Haynes.....	89	86	82	R.V.Knight.....	-	-	2
L.C.S.....	-	-	1	Samson.....	-	-	5
Herschoff.....	-	-	1	Saxon.....	38	30	22
Hollier.....	4	-	-	Scripps-Booth.....	26	27	39
Holmes.....	4	3	8	Sheridan.....	-	-	3
Homemade.....	44	71	7	Standard.....	2	3	3
Howard.....	1	-	-	Stanley-Steamer.....	7	1	4
Hudson.....	341	404	301	Stearns-Knight.....	25	19	27
Humobile.....	212	235	334	Stewart.....	-	-	2
Imperial.....	-	-	2	Stevens.....	35	58	67
International.....	5	10	7	Stevens-Duryea.....	4	-	4
Interstate.....	5	-	1	Stevens-Knight.....	-	2	-
Jackson.....	4	5	2	Studebaker.....	610	673	906
Jeffrey.....	-	19	13	Stutz.....	25	25	20
Jewett.....	-	-	13	Templar.....	-	-	7
Thomas.....	-	-	2	Winton.....	4	27	22
Transport.....	-	-	1	Wyllis-Knight.....	98	159	169
Velie.....	78	82	74	Wyllis-Six.....	-	-	4
Wescott.....	3	7	8	Wyllis-St. Claire.....	-	-	4
White.....	11	26	25				
Total Classified.....	12696	14642	16961				
Second trip unclassified.....	806	787	934				
Pre-season cars.....	-	231	358				
GRAND TOTAL ALL CARS.....	13502	15660	18253				